

ZP33/A12-1  
Serial ( C-077 )

UNITED STATES PACIFIC FLEET  
AIR FORCE  
BLIMP SQUADRON THIRTY THREE

CONFIDENTIAL

1 July 1944.

From: The Commanding Officer.  
To : The Commander-in-Chief, United States Fleet.  
Subject: War Diary, June 1944.  
Reference: (a) Pac Fleet conf. ltr. 2CL-44.  
Enclosure: (A) Monthly Operating Summary.

1 June

ORGANIZATION

(A) Administrative:

Commander-in-Chief, Pacific Fleet.  
Commander Air Force, Pacific Fleet  
Commander Fleet Air, West Coast.  
Commander Fleet Airships, Pacific  
and Commander, Fleet Airship Wing Three.  
Blimp Squadron Thirty-Three - Tillamook, Oregon.  
Lieutenant Commander William R. Peeler.

(B) Operational:

Commander, Western Sea Frontier. (Task Unit 116)  
Commander Northwestern Group, Western Sea Frontier. (T.U. 116.3)  
Commander Aircraft, Northwestern Group, Western Sea  
Frontier. (Task Unit 116.3.1 ).  
Blimp Squadron Thirty-Three - NAS Tillamook, Oregon.  
5 ZNP: K-71, K-79, K-87, K-103, K-119.

Blimp Squadron Thirty-Three also conducts operations from NAAS, North Bend, Oregon and NAAS, Quillayute, Washington. Operations during June consisted mainly of routine patrol and escort operations within the Northwestern Sector of the Western Sea Frontier. The average daily availability as of the close of the month is five airships, four of which are customarily utilized for routine patrols or escort missions, and one for operational training flights.

2 June

Captain Charles S. Kerrick, USN(Ret), Commander Northwestern Sector, Western Sea Frontier, visited the squadron, and made an operational training flight with the commanding officer in the K-79.

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Reg. No. 1052

R. S. No. 7-13-44

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3 June

Airship K-51 was delivered to NAS Moffett Field, California for ultimate operations with Blimp Squadron 31 based at NAS, Santa Ana, California.

5 June

Airship K-20 departed on the first leg of a ferry flight to NAS, Hitchcock, Texas for transfer to Fleet Airships, Atlantic.

5 June

While conducting search operations for possible survivors of a crashed RCAF plane on Vancouver Island, airship K-83 crashed in mountainous country approximately 15 air miles southwest of Nanaimo, B.C. No injuries to personnel were sustained. The envelope sustained major damage; little damage was done to the engines and car, cause pilot error.

6 June

In conjunction with units of Fleet Air Seattle, airships K-119, K-103, and K-79 participated in training exercises with the CVE WINDHAM BAY. VC Squadrons conducted simulated attacks on the CVE. The blimps provided coverage for the WINDHAM BAY from the Straits of Juan de Fuca to the 42nd parallel, and served as air-sea rescue escorts.

17 June

Rear Admiral C. E. Rosendahl, USN, Chief of Naval Airship Training and Experimentation, Captain H. N. Coulter, USN, Commander Fleet Airships Pacific, and Commander John Shannon, USN, Special Assistant (LTA), Bureau of Aeronautics made an informal inspection of the squadron.

20, 21, 22, 23 June

On the report of a visual sighting of an unidentified submarine by an SBD based at NAAS, North Bend, Oregon, airships of this command were dispatched to the scene of the reported sighting. Extensive visual and magnetic search was made in the vicinity of JAN EX 0585, results negative. Blimps of this command conducted a search and hold down for a period of 55 consecutive hours.

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25 June

Airship K-71 searched for the body of a drowned swimmer in the vicinity of Tillamook Head, results negative.

26 June

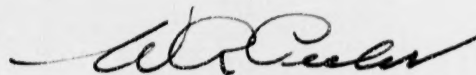
Airships K-103 and K-119 participated in a search for the pilot of a crashed plane out of NAS, Astoria, Oregon. The search was conducted from latitude 45° 40' N. to 46° N., and from longitude 124° W. to 124° 20' W., results negative.

29 June

While a mooring mast was being maneuvered at NAAS, Quillayute, Washington, Ensign Ernest M. Babb, USNR fell from the tractor platform and one of the wheels of the mast passed over a portion of his body. Painful but not serious abrasions and lacerations were received by Ensign Babb.

Training within this command may be divided into two categories: flight training and training while on the ground. In the first class, training is conducted by means of daily operational training flights. During the month of June, particular emphasis has been placed upon indoctrination in the use of YG, YK, and D.A.B. equipment. Forty seven night takeoffs and landings were made during the month. Air-sea rescue training was conducted.

The training program on the ground is effected by daily attendance of all hands at conferences and lectures. Instruction and drill is held daily in aerology, blinker, code, and ship recognition. Several lectures were given during the month of June on radar, MAD, and the various radio navigational aids. All pilots have had some Link trainer time during the month. The athletic program, at which daily attendance is mandatory, consists of calisthenics, games and swimming.

  
W. R. PEELER.